Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of

Listing of Claims

1-4. (cancelled)

5. (currently amended) A method for controlling an engine coupled to a transmission having an input speed and an output speed, **the engine having an electronically controlled throttle,** the method comprising:

~~during~~ **identifying** a **driver** tip-out condition**; and**

in response to and during said tip-out condition, controlling ~~the~~ **an** engine speed to a synchronous speed, where the synchronous speed is based on a transmission state and the transmission output speed so that transmission input speed is at, or slightly below, the transmission output speed times the current gear ratio of the transmission**, where the transmission input speed is adjustable from the transmission output speed times the current gear ratio of the transmission**; and

when positive powertrain output torque is again applied, providing said powertrain output torque without delay.

6. (original) The method recited in Claim 5, wherein the engine is coupled to the transmission via a torque converter, wherein said torque converter is unlocked while maintaining a positive powertrain output and then locked after transitioning from said positive powertrain output to a negative powertrain output.

7. (cancelled)

8. (new) The method recited in Claim 5, wherein the engine speed is controlled to said synchronous speed by adjusting the electronically controlled throttle valve.

9. (new) The method recited in Claim 8 wherein said powertrain output torque is provided without delay by adjusting at least the electronically controlled throttle valve.

10. (new) A method for controlling an engine coupled to a transmission having an input speed and an output speed, the engine having an electronically controlled throttle, the method comprising:

identifying a driver tip-out condition based at least on an accelerator pedal position; and

in response to and during said tip-out condition, controlling an engine speed to a synchronous speed, where the synchronous speed is based on a transmission state and the transmission output speed so that transmission input speed is at, or slightly below, the transmission output speed times the current gear ratio of the transmission, where the transmission input speed is adjustable from the transmission output speed times the current gear ratio of the transmission, and wherein the engine speed is controlled to said synchronous speed by adjusting the electronically controlled throttle valve; and

when positive powertrain output torque is again applied, providing said powertrain output torque without delay.

11. (new) The method of Claim 10 wherein said driver tip-out is determined from a closed pedal position.

12. (new) The method of Claim 10 wherein said current gear does not provide engine braking.